

# **INTREPID TROPHY**

**April 5-6, 2003**

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## **REGATTA NOTES**

**Security Gate Pass List** - <http://navysports.com/info/visitingteam/gatepassform.asp>

The security gate pass list **MUST** be completed online and submitted by 31 March.

### **Robert Crown Sailing Center / Facilities**

The Robert Crown Sailing Center is currently undergoing renovations and is closed. The sailing center is temporarily housed in trailers across from the SE corner of Santee Basin. There are no changing or bathroom facilities in the trailers for visiting teams. Changing, bathroom and shower facilities will be available in nearby McDonough Hall.

### **Boats, Sails and Crew**

The Intrepid Trophy will be sailed in supplied Navy 44's and Colgate 26's. Boats and sails will be chosen at the skippers meeting on Saturday. There will be no rotation of boats during either day. In the Navy 44's, there will be a crew of 8 sailing at any one time, with two alternates allowed during the course of the regatta. In the Colgates, each school will sail two boats, each with a minimum crew of 4 and maximum of 5.

### **Format and Scoring**

Teams will practice on Saturday morning and fleet race on Saturday afternoon in Navy 44's; then match race on Sunday in two divisions of Colgate 26's. Finishing positions for the Intrepid Trophy will be calculated by adding the finishing positions for the fleet racing with the finishing positions of both the A and B divisions in match racing. Overall ties will be broken in favor of the team with the highest finishing position (combination of A and B divisions) in the match racing. Unbreakable ties in a division of the match racing round robin (i.e. three teams at 4-1) will be broken in favor of the team which has placed higher in the fleet racing.

## Sample tie-breaker

<u>School</u>	<u>Fleet</u>	<u>Match "A"</u>	<u>Match "B"</u>	<u>Total</u>	<u>Place</u>
Team X	4	1	3*	8	1
Team Y	3	3	2*	8	2
Team Z	2	5	1*	8	3
Team W	1	2	5	8	4

\* three teams tied for first – tie broken by team's fleet racing score

## Prizes

Prizes will be awarded to the top three overall teams, as well as the top fleet racing team and the top match racing team (combined A and B divisions).

## Schedule

### Saturday 05 April

0900 Skippers meeting and boat selections

0930 Practice (mandatory for all teams)

1200 Warning signal for race #1 of the fleet racing

1630 No warning signal will be made after this time

TBD Immediately after racing there will be a short presentation on match racing rules and format in the Hall of Fame

### Sunday 06 April

0900 Skippers meeting

1000 Attention signal for first flight

1500 Awards ceremony (time approximate)

## Safety

Per ICSA rules, PFD's must be worn at all times while afloat. Participating sailors should bring their own PFD's. USNA rules require that PFD's be worn PRIOR to crossing the roadside fence to the seawall.

## Navy Entries

Navy may enter two boats in the fleet racing portion of the regatta. Navy A is the team that is competing in the Intrepid Trophy and will continue in the match racing.

# DRAFT SAILING INSTRUCTIONS - FLEET RACING

## 1. Rules

The regatta will be governed by the Racing Rules of Sailing 2001-2004, the US SAILING prescriptions and the ICSA Procedural Rules, except as they are changed by these sailing instructions, and by these sailing instructions.

## 2. Notices to Competitors

Notices to competitors will be posted on the official notice board located in the meeting room of the temporary sailing center.

## 3. Schedule of Races

Five races are scheduled with the first start at 1200 on Saturday 05 April. No warning signal will be made after 1630.

## 4. Racing Area

The racing area will be at the mouth of the Severn River in the vicinity of Bembe Beach.

## 5. The Course

The course will be four legs (windward/leeward/windward/finish to leeward) with all marks left to port unless the race committee announces a different number of legs over VHF 77 prior to the warning signal. The start line will be approximately 100 yards to leeward of the leeward mark. The finish line in a four-leg course will be between two pink balls in the vicinity of the start line. The finish line in a course with an odd number of legs will be between the windward mark to port and an adjacent pink ball.

## 6. Marks

The windward and leeward marks will be large orange balls. The start/finish buoys will be pink balls.

## 7. The Start

Races will start using a 5-4-1-0 minute sequence. There will be no visual signals. This changes rules 26. Per ICSA Procedural Rule 13 b) v), the round-an-end rule 30.1 shall always apply after a general recall and no signal need be given.

Warning	5:00	whistle
Preparatory	4:00	whistle
One-minute	1:00	whistle
Start	0:00	whistle

## 8. Individual Recall

Boats that have not complied with rule 29.1 or rule 30.1 at the starting signal shall be signaled by flag "X" and a horn. The race committee may also attempt to notify individual boat(s) by hailing their mainsail number(s) on VHF 77. This changes rule 29.2.

## 9. Change of Course After the Start

The course may be changed at any time before the lead boat has begun to sail that leg. There will be no visual signals. The race committee will attempt to hail competitors on VHF 77. This changes rule 33.

**10. Penalty System**

The Scoring Penalty, rule 44.3, will apply. The penalty will be two places. Yellow flags will be supplied at the competitors meeting.

**11. Protests**

Protests shall be written on forms available in the Offshore Office or in these sailing instructions and delivered to the Offshore Office within 40 minutes of the last boat finishing the last race of the day. Protests will be heard immediately after racing.

**12. Scoring**

ICSA Procedural Rules 18 and 19 will be used for scoring. Low point scoring, all races count; ties broken by who beats who the most, then number of firsts, etc., then score in the last race.

**13. Radio Communications**

Boats should monitor VHF 77 at all times on their cockpit speakers except when exiting or entering Santee Basin, monitoring safety frequencies or listening to the weather.

**14. Breakdowns**

Boats should hail the race committee on VHF 77 in the event of a breakdown. Every effort will be made to correct the discrepancy as soon as possible.

## **DRAFT SAILING INSTRUCTIONS - MATCH RACING**

### **1. Rules**

The regatta will be governed by the Racing Rules of Sailing 2001-2004 including Appendix C, the US SAILING prescriptions, and the ICSA Procedural Rules, except as they are changed by these sailing instructions, and by these sailing instructions. Umpiring will be used. In the event that an umpire boat is not present to make a decision, the protesting boat may then protest using the red flag and file a protest which will be heard either on the water between races or ashore at the conclusion of racing.

### **2. Alterations to the Rules**

Rules C5(g) and C7.4(c) are deleted. The umpire boats will not display colored shapes to indicate outstanding penalties.

### **3. Notices to Competitors**

Notices to competitors will be posted on the official notice board located in the meeting room of the temporary sailing center.

### **4. Schedule of Races**

A round robin is scheduled in each division. The first attention signal will be at 1000 on Sunday 06 April.

### **5. Racing Area**

The racing area will be at the mouth of the Severn River in the vicinity of Bembe Beach or in the Severn River adjacent to the Sailing Center. The location of racing will be announced at the skippers' meeting.

### **6. The Course**

The course will be windward / offset / leeward / finish with all marks left to starboard. The finish line will a separate line and slightly to leeward and starboard of the start line.

### **7. Marks**

The windward and leeward marks will be large pink balls. The start buoy, finish buoy and offset buoy will be pink balls.

### **8. The Start**

Races will start in accordance with the starting sheet provided. The pairing list will be provided at the skippers' meeting on Sunday and indicates the order of races, including port and starboard end assignments. The boat entering from the port end will display a blue streamer from their backstay. The boat entering from the starboard end will display a yellow streamer from their backstay.

### **9. Change of Course After the Start**

The course may be changed at any time before the lead boat has begun to sail that leg as long as there are no other boats on that leg. There will be no visual signals. This changes rule 33.

## **10. Breakdowns**

Before the attention signal of a flight, or within two minutes of finishing the previous race, whichever is later, a boat may display a yellow flag to signal breakdown or damage to the boat or her sails and to request a delay to the next start. The time allowed for repairs is at the discretion of the race committee. After the attention signal, a match will not be postponed or abandoned due to breakdowns or the display of a breakdown signal and competitors will not be awarded compensation. This changes ICSA Procedural Rule 15.

## **11. Individual Recalls**

When, at her starting signal, a boat sails on the course side of the starting line or its extensions, without having started correctly, the appropriate Blue/Yellow flag will be displayed on the Race Committee boat until she wholly returns to the pre-start side of the line or until two minutes after her starting signal, whichever is earlier.

## **12. Penalty System**

The penalty system to be used will be as described in rule C7.

## **ATTACHMENT "B" - NAVY 44 SET-UP and PROCEDURES**

### **SAILS:**

All of the Navy 44's are equipped with the following racing sails:

MAIN (numbered)  
#1 GENOA (lettered)  
#3 JIB (no number)  
1 oz. SPINNAKER (lettered)  
back-up Spinnaker

1. While racing, sails may also be stored on the main cabin floor or by the aft bunk.
2. All other sails onboard shall stay on the boat.
3. After racing on Sunday the lettered #1 GENOA, #3 JIB, MAINSAIL (rolled) and SPINNAKER should be returned to the Sailing Center (upper porch under eaves).

### **SPINNAKER:**

1. Be especially careful when dropping the jib after a spinnaker set as the hanks may tear the spinnaker!
2. Banding the spinnaker is not allowed due to environmental concerns on the Chesapeake Bay.
3. Spinnaker AFTERGUY BLOCKS MUST be placed in the second hole aft of the center stanchion (by shrouds) and tied to the upper lifeline.

### **EQUIPMENT:**

ALL SUPPLIED EQUIPMENT AND GEAR other than that used for trimming or adjusting sails SHALL REMAIN in the position you found it unless you receive permission from the Race Committee to move it.

1. Any loose books, charts, paper work may be stowed in the navigation table or placed on the adjacent shelves.
2. While racing, when not in use, one anchor shall be stored on the starboard side forward under the pipe berth in the forward cabin. The other anchor shall be stored in the compartment aft of the engine block under the steering cables. When you first board your boat, both anchors will be stored in the proper location and shall not be moved unless anchoring.
3. All personal gear may be stowed as you please

### **INSTRUMENTS:**

The only instruments you are allowed to use are the following:

1. VHF Radio tuned to channel 77, 82A, 16, 13 or to the weather station
2. Depth Sounder: SET to read in FEET from surface (Navy 44 draws approx. 8'0")

**LEAVING/ENTERING SANTEE BASIN:**

Engine Logs must be on board the boat and filled out prior to getting under way.

When ready to leave your slip or re-enter the basin, call Santee Basin Control on VHF 82A and say: "Santee Basin Control, this is NA- #\_\_\_\_, boat name \_\_\_\_\_, requesting permission to exit/enter the basin. Over."

They will respond giving you permission to exit/enter the basin, but may ask you to exit/enter after another boat. Reply "This is NA-#, boat name, Roger. Out."

**DOCKING THE BOAT:**

When you return to Santee Basin, dock your boat in the same slip you were in at the beginning of the day. Complete the daily checklist for SECURING THE NAVY 44's supplied at the skippers' meeting.

**MATERIAL ALREADY ON THE BOATS:**

Leave the red and yellow flags on the backstay Saturday night. Leave the two charts IN the Nav. table each night. At the end of racing on SUNDAY, please turn in the flags and charts to the OFFSHORE OFFICE.

**FEATHERING THE PROP:**

- Power at 4-5 knots in forward
- Kill the engine while still engaged in forward
- When the engine has stopped, if the shaft is still spinning, engage the transmission in reverse to stop the free spinning.
- You can check to see if the propeller is feathered or not by taking the engine out of gear. If the propeller is not feathered, the shaft will spin freely as with a fixed blade propeller. In that case, start the engine again and repeat the above steps.
- Inspect the shaft in the hatch aft of the engine box. The key-way in the shaft should be at 10 o'clock.
- Once the propeller is feathered, you can leave the transmission in or out of gear.
- BANDING the propeller is NOT allowed.

**USING THE HEAD:**

- Put INLET Seacock Handle (in hatch at foot of steps) to VERTICAL
- Y-valve must be set to discharge to the holding tank
- FLUSH thoroughly (2-3 pumps)
- WHEN DONE: Put INLET Seacock Handle in the OUTBOARD PORT position

**WATER:** There is NO drinking water onboard. BRING your own drinking water.

**MISC. SET-UP:** Suggested rigging tips:

1. The forward headsail TACK SHACKLE is preferred
2. The INNER FORESTAY should lead aft through the guide on the port side of the mast and attach to the fitting beneath the vang.
3. Jib Sheets for the #3 and #4 JIBS normally are led outside the forward lower shroud and inside the upper and aft lower shroud.



## **ATTACHMENT "C" - SAFETY OFFICER PROCEDURE**

Each boat is provided with a safety officer. Each safety officer is a Naval Academy Sailing Squadron volunteer coach who regularly participates in the offshore sailing program at the Naval Academy. Each also has a "D" qual. or higher which means that they are qualified as a senior skipper and are very knowledgeable offshore sailors.

1. The role of the safety officer is first and foremost to ensure the safety of the sailors, and second to ensure the safety of the equipment, in any Offshore Navy 44 event hosted by USNA.
2. **POSITIONING:** The safety officer **WILL** be positioned aft in the vicinity of the backstay. They **SHALL NOT** move forward or below between the preparatory signal and the finish except in the case of an emergency. They **MAY** move to windward or leeward to help the trim of the boat.
3. The safety officer **SHALL** help you with:
  - Avoiding collisions: As a potential collision situation develops, the safety officer may ask the skipper his or her intentions in order to ensure that appropriate avoiding actions will be taken. IF the safety officer instructs you to alter course, you **MUST DO SO!** If this occurs during the race, and results in a protest, the safety officer will be available as a witness to help support your case.
  - Avoiding RESTRICTED AREAS
  - Asking for assistance for personal injury situations
  - Completing check lists (engine check, inventory & discrepancy checklist, securing the 44 checklist)
4. The safety officer **MAY** help you with:
  - Rigging the boat or helping you locate/place/stow rigging or equipment
  - Operation of the engine
  - Assistance getting out of and into Santee Basin
  - Steering the boat before the Warning Signal of the first race of the day or after the finish of the last race of the day, or in the case of an emergency.
  - Assisting with any other equipment related questions or problems
5. The safety officer **MAY NOT** help you with:
  - Tactical decisions, suggestions or observations
  - Strategic decisions, suggestions or observations (wind, weather, current, etc.)
  - Boat handling decisions, suggestions or observations
  - Any boat handling maneuvers including adjusting the backstay
  - Acting as a witness in a protest unless they have instructed you to alter course.
6. Report any problems with the boat to the safety officer. They will help you fill out the "DISCREPANCY CHIT" available in the Sailing Center. However, **YOU** are responsible to report the problem to the Offshore Office and hand in your inventory sheet and securing the Navy 44 sheet.
7. The safety officer **WILL** ensure that competitors on their boat comply with the sailing instructions and report discrepancies to the Regatta committee.

## INVENTORY & DISCREPANCY CHECKLIST

BOAT NUMBER: \_\_\_\_\_ AREA: \_\_\_\_\_ DATE: \_\_\_\_\_

Please check the boat thoroughly and note any discrepancies on this form and make sure that if anything is in need of repair or replacement, it is brought to our attention immediately.

<u>SAILS:</u>	<u>Qty.</u>	<u>DISCREPANCIES</u>
#1 (lettered)	___	
#3	___	
1 oz. Spin. (lettered)	___	
Main	___	
Other sails	List:	

### EQUIPMENT IN PORT SHEET LOCKER:

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Genoa Sheets	___	
Spin. Sheets	___	
Spin. Guys	___	
Fenders	___	
Bilge pump handle	___	

### EQUIPMENT IN STBD. GEAR LOCKER:

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Single winch handle	___	
Double winch handle	___	
Lg. Snatch blocks	___	
Sm. Snatch blocks	___	
Preventer tackle	___	

### EQUIPMENT ON BOARD

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Jib Tack Shackles	___	
Jib Halyards	___	
Spin. Halyards	___	
Topping Lift	___	
Main Sheet	___	
Foreguy	___	
Main Traveler Sys.	___	
Spin. Pole	___	
Jib Lead Blocks	___	
Spreacher Blocks	___	
Backstay Adjuster	___	
PFD's (aft lazarette)	___	
Boat Hook	___	
Chart 12283	___	(in Nav. Desk)
Chart 12270	___	(in Nav. Desk)
Red Flag	___	(on back stay)
Yellow Flag	___	(on back stay)

SKIPPER \_\_\_\_\_ Signature \_\_\_\_\_

SAFETY OFFICER \_\_\_\_\_ Signature \_\_\_\_\_

## SECURING THE NAVY 44's CHECKLIST

BOAT NUMBER: \_\_\_\_\_ AREA: \_\_\_\_\_ DATE: \_\_\_\_\_

- \_\_\_\_\_ Ensure you are selecting the appropriate pair of stern and spring lines when entering slips
- \_\_\_\_\_ Ensure the bow of the boat is ABEAM of the YELLOW MARK on finger pier
- \_\_\_\_\_ Cross STERN lines. Lay bitter end of lines on the stern pulpit
- \_\_\_\_\_ Cross double BOW lines and secure on cleats. Coil bitter end on bow pulpit.
- \_\_\_\_\_ Spring lines through the amidships closed chocks, then led to the primary winches.
- \_\_\_\_\_ Boom level with main outhaul eased
- \_\_\_\_\_ Main flaked on boom with battens parallel to boom [DO NOT BEND BATTENS OVER BOOM!]
- \_\_\_\_\_ Reef lines coiled, bitter end looped over the reefing horns at gooseneck.
- \_\_\_\_\_ HALYARDS: Jib halyards to be made fast to their tack shackles. Spinnaker halyards made fast to the base of the first stanchion. Baby forestay attached to its foredeck fitting.
- \_\_\_\_\_ Sail cover properly bent on (mast end first, then work aft)
- \_\_\_\_\_ Wheel cover bent on.
- \_\_\_\_\_ Wheel dampener (NOT a true lock) in the tightened position. Do not over-apply pressure...just until snug.
- \_\_\_\_\_ Engine stop "T" handle shall be in the down position.
- \_\_\_\_\_ Dorade cowls facing forward except the two on the transom which face aft
- \_\_\_\_\_ Close and secure all hatches
- \_\_\_\_\_ BACKSTAY at 500 PSI
- \_\_\_\_\_ Instrument covers in place
- \_\_\_\_\_ ELECTRICAL SYSTEM: Shore power cable passed under the lifeline with slack and plugged in to receptacle in cockpit. Put in ON position: Battery charger, 115 Voltage, Bilge Alarm; Put in OFF position: Perko for Engine, Perko for house batteries and Main DC Circuit Breaker
- \_\_\_\_\_ All sheets and guys coiled and hung in port sheet locker
- \_\_\_\_\_ STOW all winch handles, Snatch blocks, preventer tackle in HERNIA box. Place HERNIA box on top of Engine Box.
- \_\_\_\_\_ REPORT any discrepancies to your safety officer AND to the offshore office. Turn in discrepancy chit to Offshore Office (your Safety Officer will help you with this).

SKIPPER \_\_\_\_\_ Signature \_\_\_\_\_

SAFETY OFFICER \_\_\_\_\_ Signature \_\_\_\_\_

## COLGATE 26

Stowage Procedure - <http://www.nadn.navy.mil/SailingTeam/colgate26stowage.PDF>



# INTERCOLLEGIATE SAILING ASSOCIATION OF NORTH AMERICA

## PROTEST FORM

REGATTA NAME: Intrepid Trophy RACE # 1 2 3 4 5 DATE: \_\_\_\_\_

\_\_\_\_\_ Protest against another boat

\_\_\_\_\_ Redress

\_\_\_\_\_ Breakdown

### PROTESTOR

Name: \_\_\_\_\_

College: \_\_\_\_\_

Sail #: \_\_\_\_\_

Signature: \_\_\_\_\_

Rule(s) Involved or What Broke: \_\_\_\_\_

Where on the course: \_\_\_\_\_

Witnesses: \_\_\_\_\_

Diagram:

### PROTESTEE

Name: \_\_\_\_\_

College: \_\_\_\_\_

Sail #: \_\_\_\_\_

**Facts found by Jury:**

**Decision:**

**Chief Judge:** \_\_\_\_\_

## MATCH RACING STARTING SEQUENCE

The race committee will use this sequence at the beginning of each flight.

<u>Minutes</u>	<u>Sound</u>	<u>Flag</u>	<u>Means</u>
10	Multiple Whistles	F	Attention
6		F down	
5	Horn	1 up	Warning Match 1
4	Horn	P up	Preparatory Match 1
2	Horn**	Yellow/Blue	End of pre-start entry time
0	Horn	1 & P down	Start Match 1
		2 up	Warning Match 2

\*\* This horn will only be sounded if one or both boats fail to comply with rule C4.2 (“entering” within two minutes after the preparatory signal).

The starting signal for each match will be the warning signal for the next match (i.e. each subsequent match will enter one minute after the previous match starts and start five minutes after the previous match).

## ALTERNATE STARTING SEQUENCE

If the race committee has to break the above starting sequence for a flight because a boat or boats are not ready for their start (either due to breakdown or still racing), the starting sequence will be restarted using the following abbreviated sequence:

<u>Minutes</u>	<u>Sound</u>	<u>Flag</u>	<u>Means</u>
6	Multiple Whistles	none	Attention
5	Horn	match ‘x’	Warning Match ‘x’
4	Horn	P up	Preparatory Match ‘x’
2	Horn**	Yellow/Blue	End of pre-start entry time
0	Horn	‘x’ & P down	Start Match ‘x’
		‘x + 1’ up	Warning Match ‘x + 1’

## MATCH RACING PAIRINGS

<u>Colgate #</u>	<u>Schools</u>	
A.	Coast Guard	<b>“A” DIVISION</b>
B.	Kings Point	
C.	Mass. Maritime	
D.	Navy	
E.	St. Mary’s	
F.	Western Michigan	<b>“B” DIVISION</b>
G.	Coast Guard	
H.	Kings Point	
I.	Mass. Maritime	
J.	Navy	
K.	St. Mary’s	
L.	Western Michigan	

## STARTING ORDER and PAIRING LIST

<b><u>FLIGHT 1</u></b>	<b><u>Starboard (Yellow)</u></b>	<b><u>Port (Blue)</u></b>
Match 1	A. Coast Guard "A"	B. Kings Point "A"
Match 2	C. Mass. Maritime "A"	D. Navy "A"
Match 3	E. St. Mary's "A"	F. Western Michigan "A"
Match 4	H. Kings Point "B"	G. Coast Guard "B"
Match 5	J. Navy "B"	I. Mass. Maritime "B"
Match 6	L. Western Michigan "B"	K. St. Mary's "B"

<b><u>FLIGHT 2</u></b>	<b><u>Starboard (Yellow)</u></b>	<b><u>Port (Blue)</u></b>
Match 1	A. Coast Guard "A"	C. Mass. Maritime "A"
Match 2	F. Western Michigan "A"	D. Navy "A"
Match 3	B. Kings Point "A"	E. St. Mary's "A"
Match 4	I. Mass. Maritime "B"	G. Coast Guard "B"
Match 5	J. Navy "B"	L. Western Michigan "B"
Match 6	K. St. Mary's "B"	H. Kings Point "B"

<b><u>FLIGHT 3</u></b>	<b><u>Starboard (Yellow)</u></b>	<b><u>Port (Blue)</u></b>
Match 1	D. Navy "A"	A. Coast Guard "A"
Match 2	F. Western Michigan "A"	B. Kings Point "A"
Match 3	C. Mass. Maritime "A"	E. St. Mary's "A"
Match 4	G. Coast Guard "B"	J. Navy "B"
Match 5	H. Kings Point "B"	L. Western Michigan "B"
Match 6	K. St. Mary's "B"	I. Mass. Maritime "B"

<b><u>FLIGHT 4</u></b>	<b><u>Starboard (Yellow)</u></b>	<b><u>Port (Blue)</u></b>
Match 1	B. Kings Point "A"	D. Navy "A"
Match 2	E. St. Mary's "A"	A. Coast Guard "A"
Match 3	C. Mass. Maritime "A"	F. Western Michigan "A"
Match 4	J. Navy "B"	H. Kings Point "B"
Match 5	G. Coast Guard "B"	K. St. Mary's "B"
Match 6	L. Western Michigan "B"	I. Mass. Maritime "B"

<b><u>FLIGHT 5</u></b>	<b><u>Starboard (Yellow)</u></b>	<b><u>Port (Blue)</u></b>
Match 1	D. Navy "A"	E. St. Mary's "A"
Match 2	A. Coast Guard "A"	F. Western Michigan "A"
Match 3	B. Kings Point "A"	C. Mass. Maritime "A"
Match 4	K. St. Mary's "B"	J. Navy "B"
Match 5	L. Western Michigan "B"	G. Coast Guard "B"
Match 6	I. Mass. Maritime "B"	H. Kings Point "B"